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(54) **Vehicle seats**

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Sièges de véhicule

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Description

[0001] This application claims priority to Japanese patent application serial number 2007-131358, the contents of which are incorporated herein by reference.

[0002] The present invention relates to vehicle seats. More particularly, the present invention relates to vehicle seats that can be moved relative to a vehicle floor so that positions thereof can be adjusted.

[0003] A mechanism for sliding a vehicle seat and adjusting positions thereof (i.e., a sliding and adjusting mechanism for a vehicle) is already known. The sliding and adjusting mechanism may include a pair of (right and left) slide rails that are disposed on a vehicle floor so as to extend in a longitudinal direction of the vehicle. The sliding and adjusting mechanism is arranged and constructed to move or slide the vehicle seat back and forth along the slide rails. Also, the sliding and adjusting mechanism may include a lock device that is constructed to lock or immobilize the vehicle seat at a desired position on the slide rails (i.e., the vehicle floor).

[0004] The lock device may include a pair of lock members that are respectively attached to a seat cushion of the vehicle seat. The lock members are arranged and constructed to be engaged with and disengaged from the slide rails. The lock members are respectively linked to a U-shaped operation handle that is disposed under the seat cushion of the vehicle seat. Therefore, when the operation handle is operated, the lock members are simultaneously disengaged from the slide rails so that the lock device can be unlocked. Upon unlocking of the lock device, the vehicle seat can be released so as to be moved along the slide rails. Such a vehicle seat is taught, for example, by Japanese Laid-Open Patent Publication Number 2004-122825.

[0005] However, in the known vehicle seat, the U-shaped operation handle is disposed under the seat cushion of the vehicle seat. As a result, it is not possible to beneficially use a space between the seat cushion and the floor.

[0006] DE-A-19918600A discloses a seat release mechanism having the features of the pre-characterizing portion of Claim 1 appended hereto.

[0007] According to the invention there is provided a vehicle seat according to Claim 1 appended hereto.

[0008] According to the vehicle seat thus constructed, it is possible to beneficially or effectively use a space under the seat cushion, i.e., a space between the seat cushion and the vehicle floor.

[0009] Other objects, features and advantages of the present invention will be readily understood after reading the following detailed description together with the accompanying drawings and the claims.

FIG. 1 is a side view of a vehicle seat according to a representative embodiment of the present invention, which schematically illustrates a framework thereof;

FIG. 2 is a rear view of the vehicle seat, which illustrates the framework thereof;

FIG. 3 is a partially enlarged view of FIG. 1; and

FIG. 4 is a partially enlarged view of FIG. 2.

[0010] A detailed representative embodiment of the present invention is shown in FIG. 1 to FIG. 4.

[0011] As shown in FIGS. 1 and 2, a representative vehicle seat 1 may preferably include a seat cushion 10 and a seat back 20. The seat cushion 10 may preferably be constituted of a cushion frame 12 and a pad 13 attached to the cushion frame 12. The cushion frame 12 is composed of a tubular front frame element 14 and a pair of plate-shaped side frame elements 16. The cushion frame 12 further includes reclining plates 18 that are respectively attached to rear end portions of the side frame elements 16. Further, as best shown in FIG. 2, the side frame elements 16 are connected to each other via a connecting rod 19. As a result, the cushion frame 12 can be reliably reinforced so as to have desired strength.

[0012] Similarly, the seat back 20 may preferably be constituted of a back frame 22 and a pad 23 attached to the back frame 22. Further, the back frame 22 includes a pair of plate-shaped side frame elements 24. Lower end portions of the side frame elements 24 are respectively rotatably connected to the reclining plates 18 of the cushion frame 12 via seat reclining devices R, so that a tilting angle of the back frame 22 (the seat back 20) relative to the cushion frame 12 (the seat cushion 10) can be adjusted by operating the seat reclining devices R (i.e., by switching the seat reclining devices R between a locked condition and an unlocked condition). As will be appreciated, the seat reclining devices R are arranged and constructed to be operated in synchronism with each other, so as to be simultaneously changed between the locked condition and the unlocked condition by simply operating an operation lever (not shown) that is generally attached to one of side portions of the seat cushion 10.

[0013] As shown in FIGS. 1 and 2, the vehicle seat 1 may further include a pair of (right and left) slide rail assemblies (slide devices) 30 that are disposed on a floor F of a vehicle (not shown) so as to extend in a longitudinal direction of the vehicle. The slide rail assemblies 30 are arranged and constructed such that the vehicle seat 1 can move or slide back and forth in the longitudinal direction of the vehicle.

[0014] In particular, each of the slide rail assemblies 30 may preferably include an elongated lower rail 34 and an elongated upper rail 32. The lower rail 34 is positioned on the floor F so as to extend in the longitudinal direction of the vehicle and is connected thereto via a plurality of fixture pins 36. Conversely, the upper rail 32 slidably engages the lower rail 34 so as to slide or move therealong. Further, the upper rail 32 is connected to the side frame element 16 of the cushion frame 12 via a plurality of fixture bolts 38. That is, the upper rail 32 is connected to the seat cushion 10 (the vehicle seat 1).

[0015] Each of the slide rail assemblies 30 may further

include a lock device 40 that can releasably lock or immobilize the upper rail 32 on the lower rail 34, thereby immobilizing the vehicle seat 1 thereon. As best shown in FIGS. 3 and 4, the lock device 40 may preferably include a lock member 42. As shown in FIG. 4, the lock member 42 is pivotally connected to the upper rail 32 in the middle thereof via a hinge pin 44, so as to transversely rotate relative to the upper and lower rails 32 and 34. The lock member 42 may preferably include a bent fork-shaped lower engagement portion 42a and an upper arm portion 42b. The lower engagement portion 42a is downwardly extended relative to the hinge pin 44. Also, the lower engagement portion 42a is shaped so as to be engaged with and disengaged from engagement apertures or slots (not shown) formed in the lower rail 34 via through holes (not shown) formed in the upper rail 32 upon rotation of the lock member 42. Conversely, the upper arm portion 42b is upwardly vertically extended relative to the hinge pin 44.

[0016] As will be recognized, when the lower engagement portion 42a of the lock member 42 of the lock device 40 engages the engagement slots of the lower rails 34 via the through holes of the upper rail 32, the lock device 40 can be locked, so that the upper rail 32 can be locked or immobilized on the lower rail 34. As a result, the vehicle seat 1 connected to the upper rail 32 can be locked or immobilized on the floor F.

[0017] Further, the engagement slots of the lower rail 34 may preferably be formed over the entire length of the lower rail 34 at desired intervals, so that the upper rail 32 can be positioned and immobilized at a desired position on the lower rail 34.

In addition, a first biasing member or torsion spring (not shown) is provided between the lock member 42 and the hinge pin 44. The torsion spring is arranged such that the lock member 42 is normally biased clockwise in FIG. 4 about the hinge pin 44. That is, the first torsion spring is arranged such that the lock member 42 is normally biased in such a direction in which the lower engagement portion 42a thereof can be engaged with the engagement slots of the lower rail 34 (i.e., in such a direction that the lock device 40 can be locked). Therefore, in order to disengage the lower engagement portion 42a from the engagement slots of the lower rail 34 (i.e., in order to unlock the lock device 40), the lock member 42 is rotated against a spring force of the first torsion spring.

[0018] Next, an operation mechanism M of the lock devices 40 will be described.

As best shown in FIG. 2, the operation mechanism M may preferably include a pair of unlocking arms 60 that respectively correspond to the lock devices 40. The unlocking arms 60 are respectively disposed inside the side frame elements 16. As best shown in FIG. 3, each of the unlocking arms 60 is rotatably attached to the side frame element 16 in the middle thereof via a pivot pin 62. Further, as best shown in FIG. 2, the operation mechanism M may further include a pair of cantilever link arms 52 that are respectively disposed above the unlocking arms

60. Each of the link arms 52 is fixedly connected to an operation shaft (a synchronization member) 50 that is transversely disposed between the side frame elements 16. The operation shaft 50 are rotatably attached to the side frame elements 16 at both ends thereof. Further, a second biasing member or torsion spring (not shown) may preferably be provided between the operation shaft 50 and the side frame elements 16. The second torsion spring is arranged such that the operation shaft 50 is normally biased counterclockwise in FIG. 3. In addition, an operation handle (an operation member) 56 is provided to one end (the right end in FIG. 2) of the operation shaft 50, so as to be positioned adjacent to the side frame element 16 (the side frame element 16 on the right side in FIG. 2), i.e., so as to be positioned on one of the side portions of the seat cushion 10.

[0019] As shown in FIGS. 2 and 3, first or front ends 60a of the unlocking arms 60 are respectively linked to the link arms 52 via wires 54, so that the unlocking arms 60 can be rotated clockwise in FIG. 3 about the pivot pins 62 when the operation shaft 50 is rotated in the corresponding direction. Conversely, second or rear ends 60b of the unlocking arms 60 may respectively contact the upper arm portions 42b of the lock members 42 so as to press the upper arm portions 42b downward when the unlocking arms 60 are rotated clockwise in FIG. 3.

[0020] Next, an operation of the vehicle seat 1 thus constructed will be described.

In order to slide or move the vehicle seat 1 back and forth on the floor F and to position and immobilize the vehicle seat 1 at a desired position on the floor F, the operation handle 56 of the operation mechanism M is first rotated clockwise in FIG. 3, thereby rotating the operation shaft 50 in the same direction against a spring force of the second torsion spring. Upon rotation of the operation shaft 50, the wires 54 are pulled upwardly via the link arms 52, so that both of the unlocking arms 60 are synchronously rotated clockwise in FIGS. 1 and 3 about the pivot pins 62. As a result, the upper arm portions 42b of the lock members 42 may preferably be pressed downward via the rear ends 60b of the unlocking arms 60, so that the lock members 42 is rotated counterclockwise in FIG. 4 about the hinge pins 44 against the spring force of the first torsion spring. Upon rotation of the lock member 42, the lower engagement portions 42a of the lock members 42 may preferably be disengaged from the engagement slots of the lower rails 34, so that the lock devices 40 can respectively be unlocked. As a result, the upper rails 32 can be freely slid back and forth along the lower rails 34, so as to be positioned at the desired position on the lower rails 34. Consequently, the vehicle seat 1 connected to the upper rails 32 can be freely moved back and forth along the lower rails 34, so as to be positioned at the desired position on the lower rails 34. Thus, the vehicle seat 1 can be positioned at the desired position on the floor F.

[0021] After the upper rails 32 are positioned at the desired position on the lower rails 34, the operation han-

dle 56 of the operation mechanism M is released. As a result, the operation shaft 50 is automatically rotated counterclockwise in FIG. 3 by the spring force of the second torsion spring, so that the unlocking arms 60 are rotated counterclockwise in FIGS 1 and 3 about the pivot pins 62. Upon rotation of the unlocking arms 60, the lock members 42 are rotated clockwise in FIG. 4 about the hinge pins 44 by the spring force of the first torsion spring. Consequently, the lower engagement portions 42a of the lock members 42 may preferably be engaged with the engagement slots of the lower rails 34 again, so that the lock devices 40 are respectively locked again. As a result, the upper rail 32 may preferably be immobilized at the desired position on the lower rails 34. Thus, the vehicle seat 1 connected to the upper rail 32 may preferably be immobilized at the desired position on the lower rails 34, so as to be immobilized at the desired position on the floor F.

[0022] According to the vehicle seat 1 of the present embodiment, the operation handle 56 can be disposed on one of the side portions of the seat cushion 10. That is, it is not necessary to dispose the operation handle 56 under the seat cushion 10. Therefore, as best shown in FIGS. 1 and 2, it is possible to beneficially or effectively use a space under the seat cushion 10 (i.e., a space between the seat cushion 10 and the floor F).

[0023] Further, the operation shaft 50 of the operation mechanism M is linked to the lock devices 40 via a simplified linking mechanism (i.e., the link arms 52, the wires 54 and the unlocking arms 60). This may lead to a reduced manufacturing cost of the vehicle seat 1.

[0024] Naturally, various changes and modifications may be made to the present invention without departing from the scope of the invention. For example, the position of the operation shaft 50 can be changed longitudinally and vertically, if necessary.

Further, the linking mechanism can be modified, if necessary. For example, the unlocking arms 60 can be directly linked to the link arms 52 without using the wires 54, if necessary.

[0025] A representative example of the present invention has been described in detail with reference to the attached drawings. This detailed description is merely intended to teach a person of skill in the art further details for practicing preferred aspects of the present invention and is not intended to limit the scope of the invention. Only the claims define the scope of the claimed invention. Therefore, combinations of features and steps disclosed in the foregoing detail description may not be necessary to practice the invention in the broadest sense, and are instead taught merely to particularly describe detailed representative examples of the invention.

Claims

1. A vehicle seat (1) comprising a seat cushion (10) having side portions in a vehicle width direction, and

a pair of slide devices (30) adapted to be disposed on a vehicle floor (F) in a vehicle length direction, the slide devices (30) being arranged and constructed to slide the vehicle seat (1) on the vehicle floor (F); a pair of lock devices (40) respectively provided to the slide devices (30), the lock devices (40) being capable of releasably locking the vehicle seat (1) at a desired position on the vehicle floor (F) by releasable engagement with said slide devices (30), an operation mechanism (M) of the lock devices (40), wherein the operation mechanism (M) includes a synchronization member (50) having an operating handle (56), and wherein the synchronization member (50) is disposed above the slide devices (30) and is linked to the lock devices (40) via a linking mechanism (52, 54, 60), said synchronization member (50) being disposed between said side portions of the seat cushion (10), wherein the operating handle (56) is connected to the synchronization member (50) so as to be positioned on one of the side portions of the seat cushion (10), and wherein the linking mechanism (52, 54, 60) is arranged and constructed such that said lock devices (40) can be released when the synchronization member (50) is operated via the operating handle (56),

characterized in that

said synchronization member comprises a shaft (50) rotatable in side frame elements (16) of said seat, said operating handle (56) being provided at one end of said shaft (50) adjacent one of said side frame elements (16), said lock devices (40) having respective unlocking arms (60) rotatably attached to respective side frame elements (16) said shaft (50) having a pair of cantilever link arms (52) disposed above respective unlocking arms (60), and wires (54) linking respective unlocking arms (60) and cantilever link arms (52) so as to operate said lock devices upon pivoting of the shaft (50) by the operating handle (56).

Patentansprüche

1. Fahrzeugsitz (1) mit einem Sitzkissen (10), das in Fahrzeugbreitenrichtung Seitenabschnitte aufweist, und einem zur Anordnung am Fahrzeugboden (F) in Fahrzeuglängsrichtung ausgelegten Paar Schiebervorrichtungen (30) zum Verschieben des Fahrzeugsitzes (1) am Fahrzeugboden (F), einem Paar Verriegelungsvorrichtungen (40), die an den Schiebervorrichtungen (30) vorgesehen sind, zum lösbaren Verriegeln des Fahrzeugsitzes (1) in einer gewünschten Position am Fahrzeugboden (F) durch einen lösbaren Eingriff mit den Schiebervorrichtungen (30),

einem Betätigungsmechanismus (M) der Verriegelungsvorrichtungen (40),
 wobei der Betätigungsmechanismus (M) ein Synchronisierelement (50) mit einem Betätigungsgriff (56) aufweist, wobei das Synchronisierelement (50) 5
 oberhalb der Schiebevorrichtungen (30) angeordnet und über einen Gelenkmechanismus (52, 54, 60) mit den Verriegelungsvorrichtungen verbunden ist, wobei das Synchronisierelement (50) zwischen den 10
 Seitenabschnitten des Sitzkissens (10) angeordnet ist, wobei der Betätigungsgriff (56) in der Weise mit dem Synchronisierelement (50) verbunden ist, dass 15
 er sich an einem der Seitenabschnitte des Sitzkissens (10) befindet, und wobei der Gelenkmechanismus (52, 54, 60) so angeordnet und konstruiert ist, dass die Verriegelungsvorrichtungen (40) bei einer 20
 Betätigung des Synchronisierelements (50) mittels des Betätigungsgriffs (56) lösbar sind,
dadurch gekennzeichnet, dass
 das Synchronisierelement eine an Seitenrahmenelementen (16) des Sitzes drehbeweglich gelagerte Welle (50) aufweist, wobei der Betätigungsgriff (56) 25
 an einem Ende der Welle (50) in der Nähe eines der Seitenrahmenelemente (16) vorgesehen ist, wobei die Verriegelungsvorrichtungen (40) jeweils einen an dem jeweiligen Seitenrahmenelement (16) drehbeweglich angebrachten Lösehebel (60) haben, 30
 wobei die Welle (50) ein Paar von oberhalb des jeweiligen Lösehebels (60) angeordneten Auslegerverbindungshebeln (52) hat, und
 wobei die Lösehebeln (60) und Auslegerverbindungshebeln (52) zur Betätigung der Verriegelungsvorrichtungen bei einem Verschwenken der Welle (50) mittels des Betätigungsgriffs (56) durch Drähte (54) verbunden sind. 35

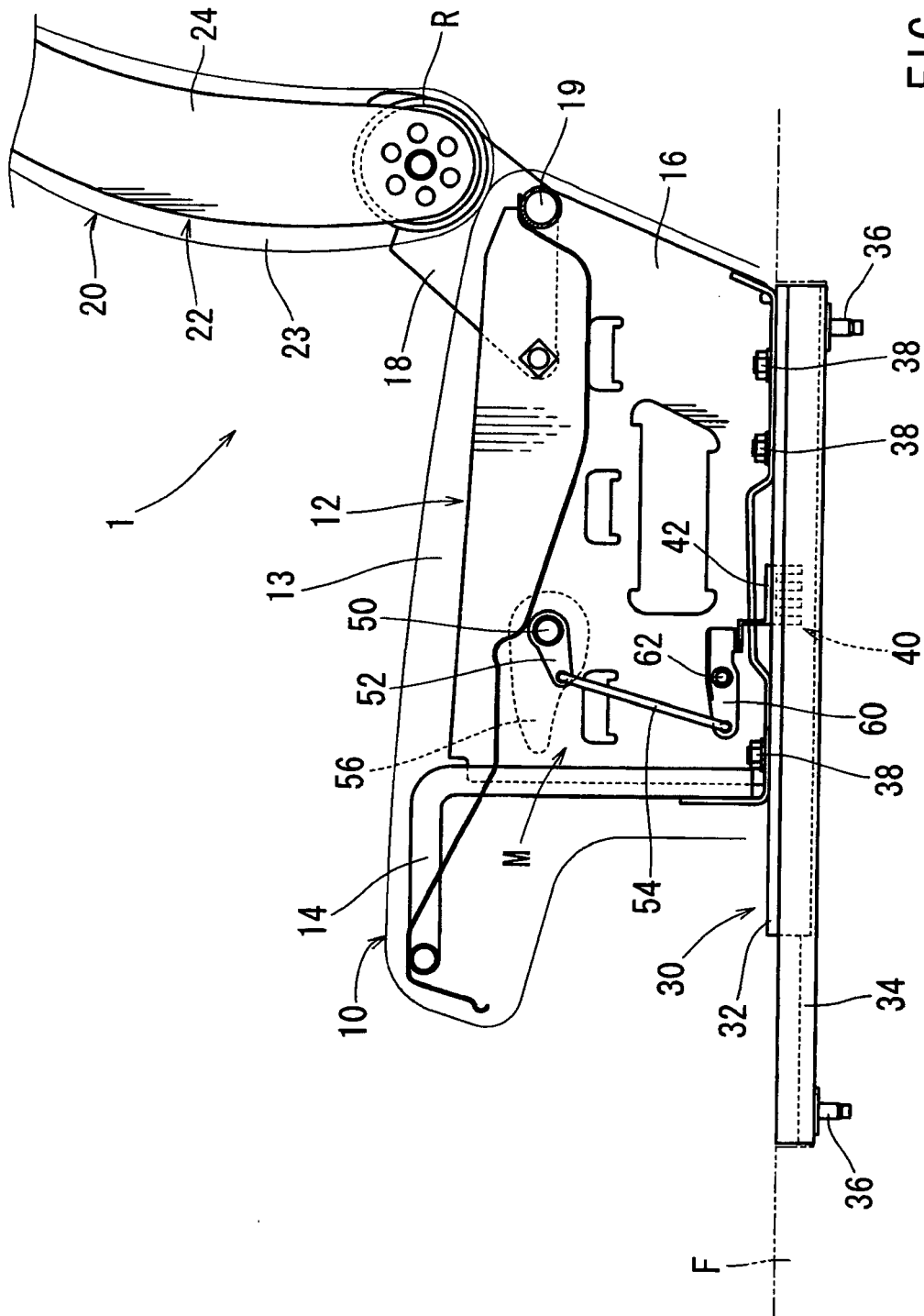
dans lequel le mécanisme d'actionnement (M) comprend un organe de synchronisation (50) ayant une poignée d'actionnement (56), et dans lequel l'organe de synchronisation (50) est disposé au-dessus des dispositifs de glissière (30) et est lié aux dispositifs de verrouillage (40) via un mécanisme de liaison (52, 54, 60), ledit organe de synchronisation (50) étant disposé entre lesdites parties latérales du coussinet de siège (10), dans lequel la poignée d'actionnement (56) est reliée à l'organe de synchronisation (50) de façon à être positionnée sur l'une des parties latérales du coussinet de siège (10), et dans lequel le mécanisme de liaison (52, 54, 60) est agencé et construit de telle sorte que lesdits dispositifs de verrouillage (40) peuvent être libérés lorsque l'organe de synchronisation (50) est actionné via la poignée d'actionnement (56),

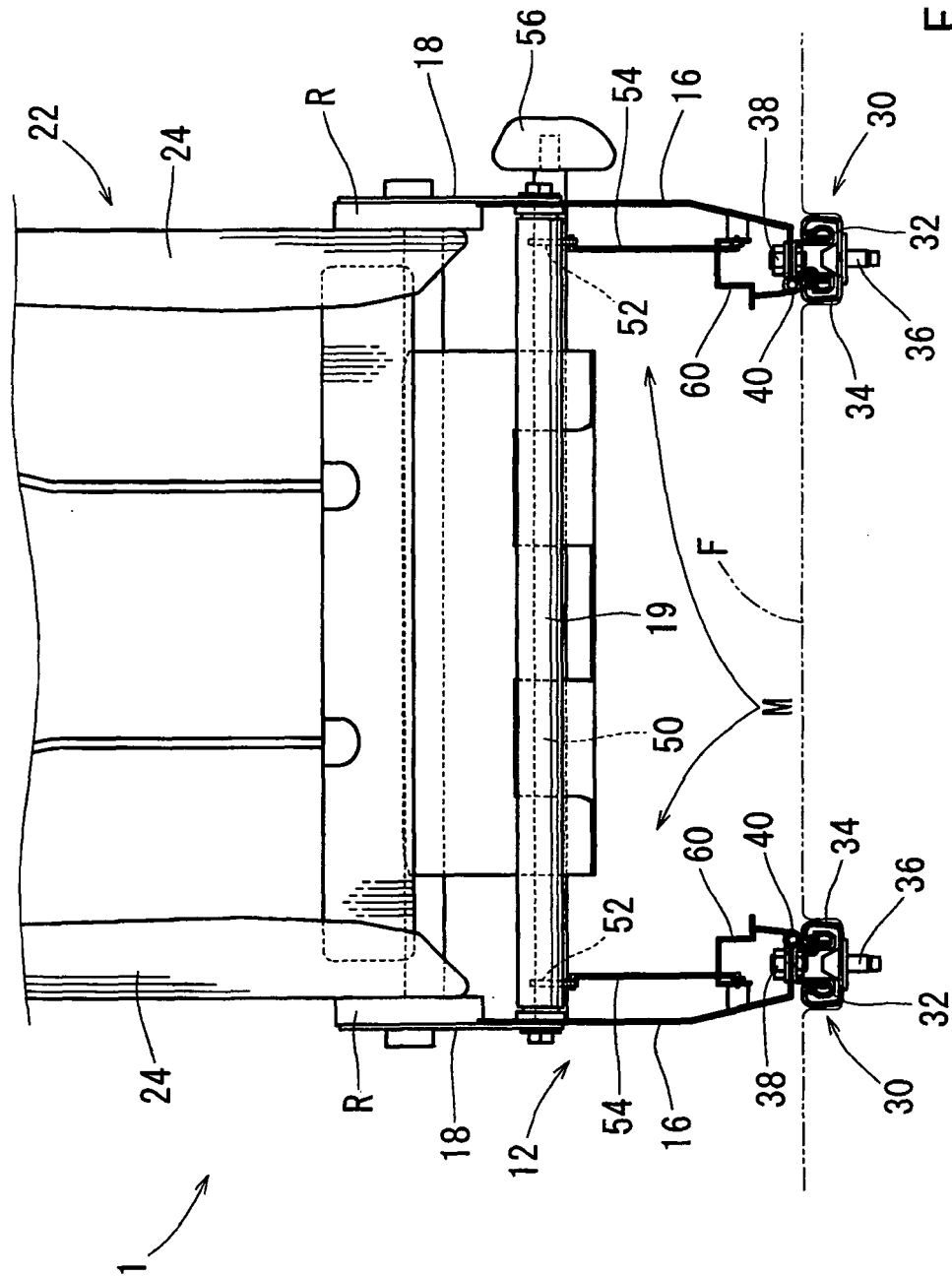
caractérisé en ce que

ledit organe de synchronisation comprend un arbre (50) pouvant tourner dans des éléments de cadre latéraux (16) dudit siège, ladite poignée d'actionnement (56) étant prévue à l'une des extrémités dudit arbre (50) adjacent à l'un parmi lesdits éléments de cadre latéraux (16),
 lesdits dispositif de verrouillage (40) présentant des bras de déverrouillage (60) respectifs fixés de façon rotative à des éléments de cadre latéraux respectifs (16)
 ledit arbre (50) présentant une paire de bras de liaison en porte-à-faux (52) disposée au-dessus des bras de déverrouillage (60) respectifs, et des fils (54) reliant des bras de déverrouillage (60) et des bras de liaison en porte-à-faux (52) respectifs de façon à actionner lesdits dispositifs de verrouillage suite au pivotement dudit arbre (50) par ladite poignée d'actionnement (56).

Revendications

1. Un siège de véhicule (1) comprenant un coussinet de siège (10) présentant des parties latérales dans une direction de la largeur du véhicule, et une paire de dispositifs de glissière (30) adaptés pour être disposés sur un plancher de véhicule (F) dans une direction de la longueur du véhicule, les dispositifs de glissière (30) étant agencés et construits de manière à faire glisser le siège du véhicule (1) sur le plancher du véhicule (F) ;
 une paire de dispositifs de verrouillage (40), prévus respectivement pour les dispositifs de glissière (30), les dispositifs de verrouillage (40) étant capable de verrouiller de façon amovible le siège du véhicule (1) à une position souhaitée sur le plancher du véhicule (F) par une mise en prise de façon amovible avec lesdits dispositif de glissière (30),
 un mécanisme d'actionnement (M) des dispositifs de verrouillage (40),





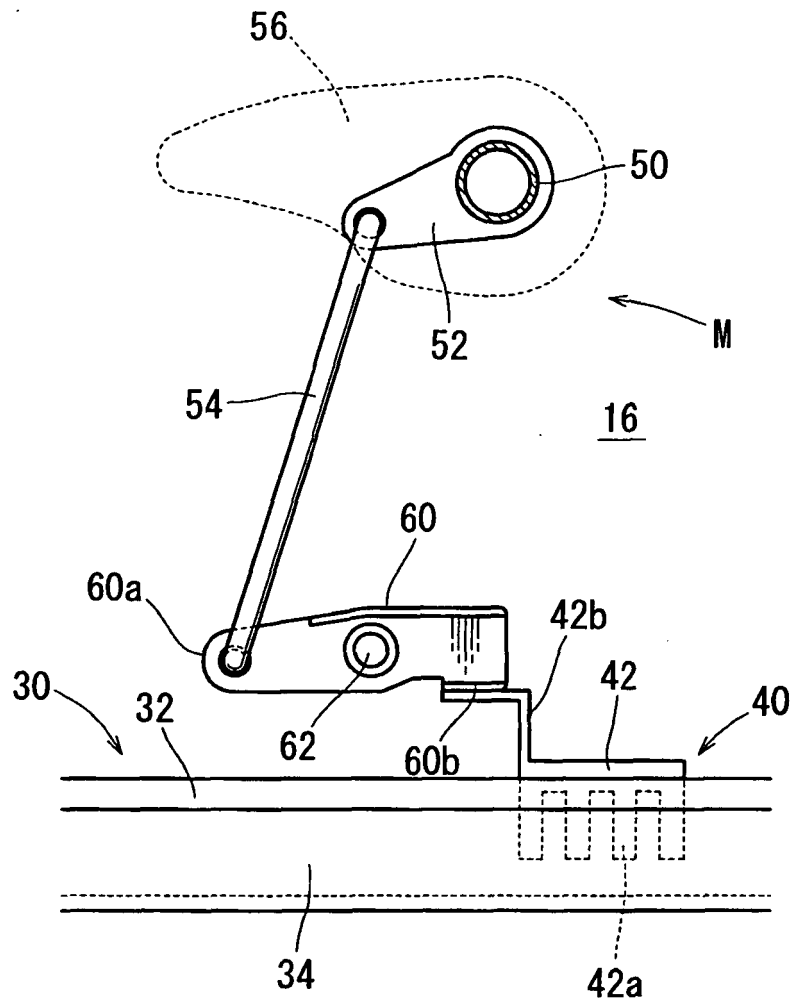


FIG. 3

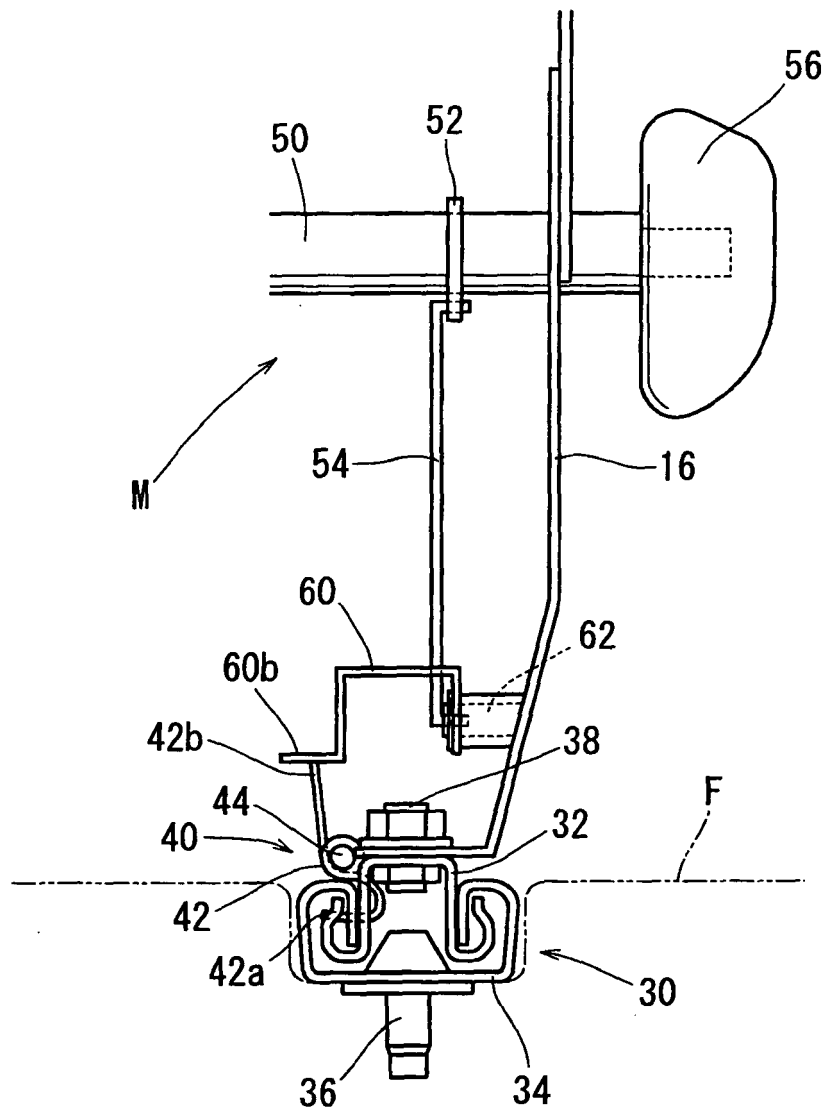


FIG. 4

REFERENCES CITED IN THE DESCRIPTION

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